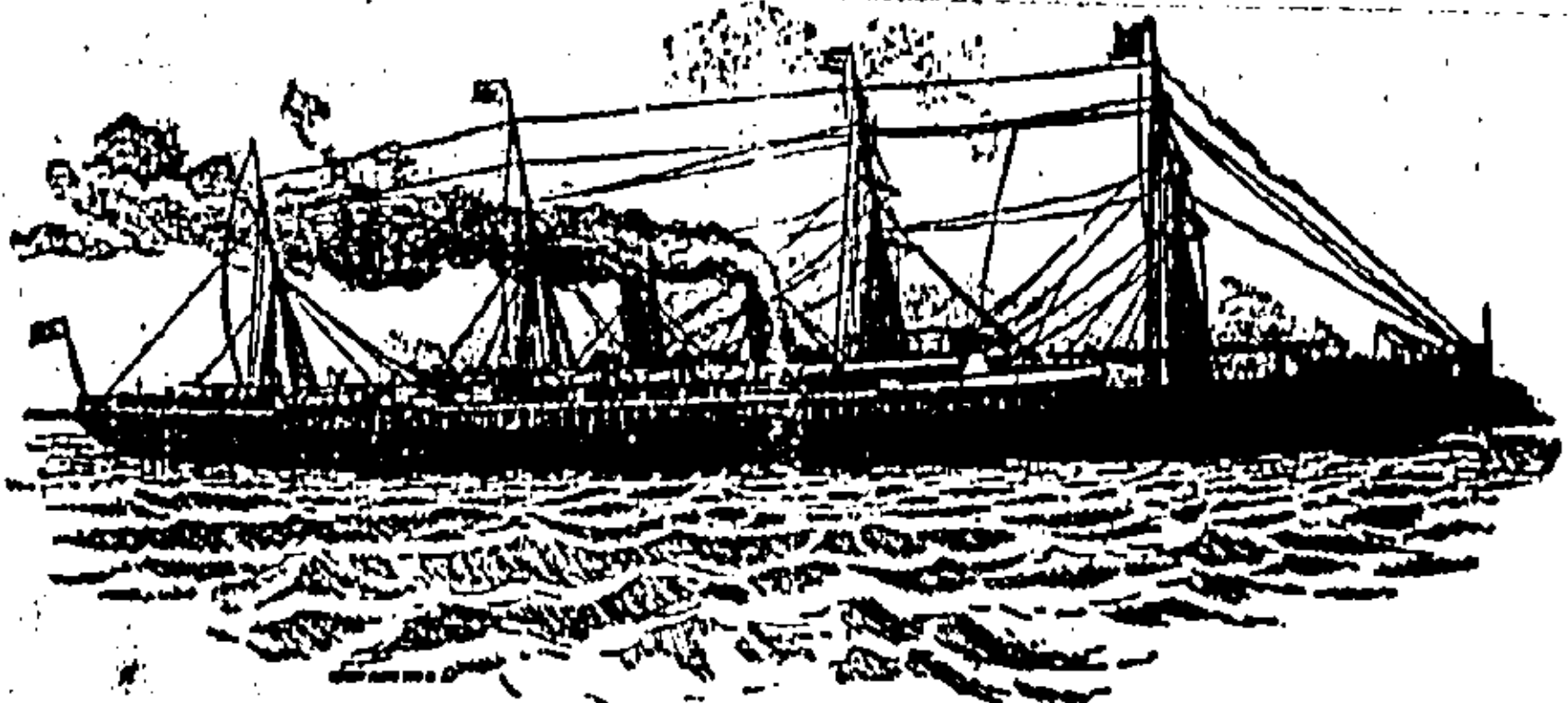


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA"	13,639 Gross Tons.....	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	THURSDAY, 15th September, at Noon.
"DORIC"	4,784	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284	SATURDAY, 8th October, at Noon.
"KOREA"	11,275	TUESDAY, 1st November, at Noon.
"GAELIC"	4,205	THURSDAY, 10th November, at Noon.
"COPTIC"	4,352
"AMERICA MARU"	6,300

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,275 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P.M. Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlanta, and Irish Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

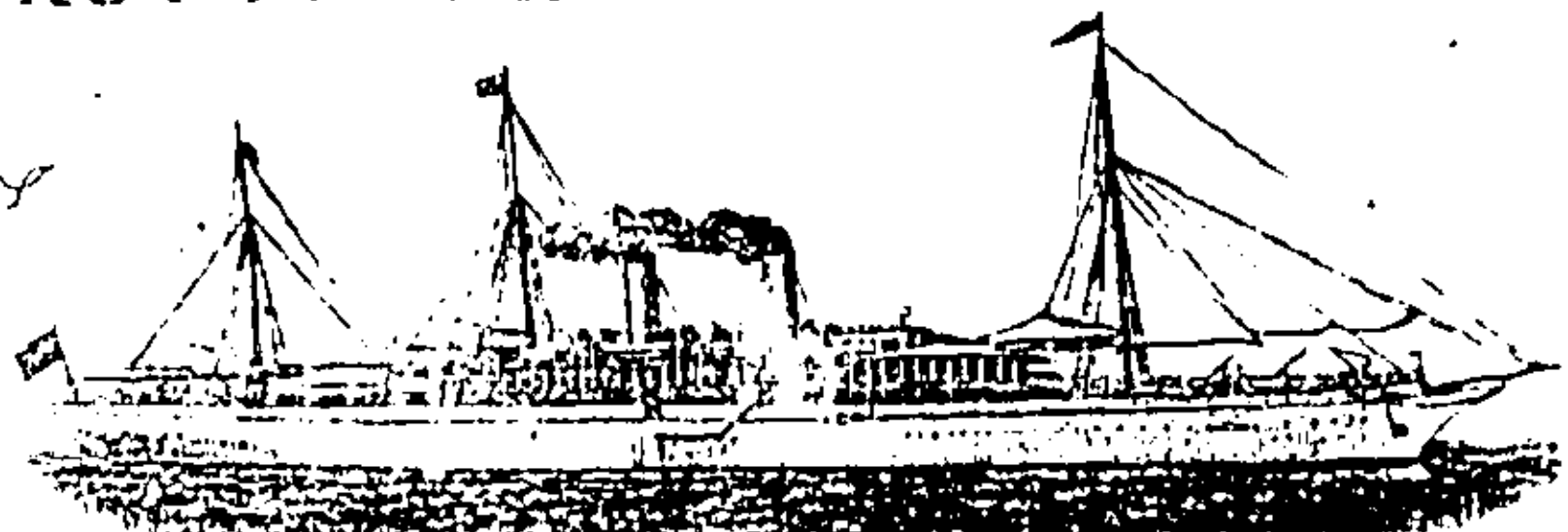
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 24th August, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons.....	WEDNESDAY, 21st September.
"ATHENIAN"	2,440	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 19th October.
"TARTAR"	4,475	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 16th November.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 14th December.

Hongkong to London, 1st Class..... £40. 2nd Class..... £30. 3rd Class..... £20.
Hongkong to London, Intermediate on
Steamers, and 1st Class Rail..... £40. 2nd Class..... £30. 3rd Class..... £20.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 24th August, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA (ex HAMBURG) Miltzoff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	30th August. Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	11th Sept. Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept. Freight.
SCANDIA (ex KONIGSBERG) Behrens	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	3rd October. Freight and Passengers.
SUEVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October. Freight.
BRISGAVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st Nov. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Onsen's Buildings.

Hongkong, 20th August, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons.....	Captain R. D. Thomas.
"POWAN,"	2,338	G. F. Morrison, R.M.R.
"FATSHAN,"	2,300	W. A. Valentine.
"HANKOW,"	3,073	B. Branch.
"KINSHAN,"	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.....	Captain H. D. Jones.
-------------------------	-----------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons..... | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD.; THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons..... | Captain J. Wilcox. |

"NANNING," 569 | C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

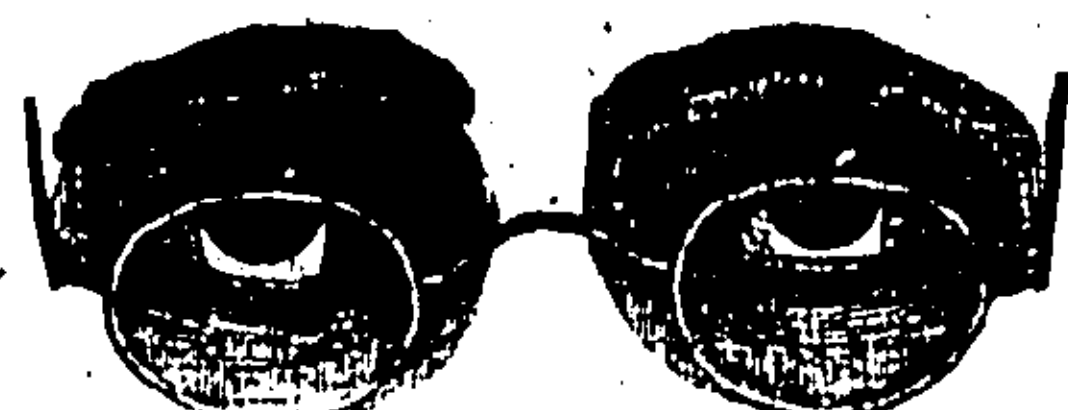
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR
AND GENERAL COMMISSION

AGENTS,
16, DES VŒUX ROAD CENTRAL,
HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM,
3rd

P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

501

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

[S now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 2nd September, 1904.

THE HONGKONG

STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

THE AMERICAN SYSTEM

OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 85 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

GO TO

CHAZALON & CO.

FOR
BLACK and WHITE.



- PRICES -

BUCHANAN-BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.

ROYAL HOUSEHOLD \$20.50 per Case.

Hongkong, 24th August, 1904.

[707]

Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[29]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[637]

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road, Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffin and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. OHBISTIE,
Proprietor and Manager.

Hongkong, 19th August, 1904.

[69]

GO TO THE
KOWLOON HOTEL,
KOWLOON. J. W. OSBORNE,
Proprietor and Manager.

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Intimations.

HONGKONG HOTEL COMPANY,
LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 17th August, 1904.

THE HONGKONG & KOWLOON WHARF
AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedler Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the following Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,000,000 to \$2,000,000 by the creation of 10,000 new shares of \$200 each.
2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.
3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board,

EDWARD OSBORNE,
Secretary.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half-year ending 30th June last at the rate of ONE POUND AND TEN SHILLINGS STERLING PER SHARE OF \$125 is Payable on and after MONDAY, the 22nd day of August current, at the Offices of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share and BONUS of 4% per Share for the six months ending 30th June, 1904, declared at Monday's Ordinary Half-yearly Meeting, will be Payable at the premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 23rd August, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,

THOS. J. ROSE,
Secretary.

Hongkong, 22nd August, 1904.

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Assembly have this day declared an INTERIM DIVIDEND OF FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 15th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 9th August, 1904.

Intimations.

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to—

"W."

Clo Hongkong Telegraph.

Hongkong, 6th August, 1904.

WANTED.

A SECRETARY FOR THE SINGAPORE CLUB. Applicants should send in, as soon as possible, particulars of their previous employment with copies of Testimonials to the Chairman of the Committee, Mr. E. C. ELLIS, 10, Collyer Quay, Singapore, from whom all particulars can be obtained.

A. G. HILLS,
Secretary.

17th August, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SPATLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT COS., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATRY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was, really surprised at the compactness of our factory and also the methodical way in which every thing pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY OFFICE, West Point, Tel. 367. Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. DANENBERG,
General Managers.

Hongkong, 20th May, 1904.

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER,

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO
MASTER
PLAYERS"

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM

\$365 TO \$850.

NEW

CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPERESS OF CHINA"

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak included) without a

Single Failure, which can be said of no other

Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 2nd August, 1904.

PORT ARTHUR DOOMED.

GREAT PREPARATIONS.

A HUNDRED EIGHT-INCH GUNS.

(From the "Daily Telegraph")

War Correspondent.

MR. BENNET BURLEIGH.

Tokio, June 10.—As I guessed would be the case, the Russians have not had the wisdom and hardihood to withdraw from Port Arthur before it was invested. It may be that there are many counsellors of the Tsar who believe that the fortress will successfully resist all assaults; that very soon the arms of Russia will repulse the Japanese forces and relieve the beleaguered garrison. I, therefore, repeat that it is about as certain as things go in war and ordinary human affairs that Port Arthur will fall, and most probably in a few weeks. If Kuropatkin pushes forward to try issues with the investing troops he will only succeed in rendering Russia's position still more hopeless. Assuming the contingency that Port Arthur does fall, what next for Russia? Oh, Vladivostok is impregnable! Not a bit of it, Messieurs les illusionistes! It is more vulnerable to isolation and capture than Port Arthur. Should the war proceed that will be demonstrated. Let that much in the line of a forecast of events here suffice. To turn back to Port Arthur. The Japanese, with terrible deliberateness, are completing their grim preparations for its capture. Truly that Russian stronghold is doomed. Whatever Admiral Togo may do upon the sea, the Japanese army are determined that at all hazards the place shall be taken. Fortified by fortress, walled, banked, and protected from flanking fire, with outlying works, trenches, mines, and entanglements, one by one they will be battered and stormed by at least thirty thousand soldiers who have joyously pledged themselves thereto, to death or glory. There will be wild and lawful struggles and lurid scenes. But the Japanese will eventually get inside and conquer. The Russian fleet may, meanwhile, persevere in striving to clear a fairway by blasting the obstructions sunk at the harbour's entrance, and then escape to sea, or it may venture to engage Admiral Togo, so as to delay, if possible, the climax. But Togo and his sailors can be confidently trusted to checkmate every move of their adversaries. A day or two ago I saw a parade of a big battalion of Japanese blue-jackets. A higher-averaged, better set up, handier, more truculent-looking body of sea-bull-dogs I have never seen, not even in Portsmouth. Their faces were an index to their frames and character; steady, strong, boldly fit for any encounter; men of the old days, that would fight with their legs shot away until their ships sank beneath them. I am conscious that I am not over-gauging their fighting qualities, nor am I forgetting their training and much of their splendid naval spirit they owe to British officers.

Before, more particularly since, the battle of Kinchow, soldiers and sailors have been forwarded by tens of thousands to the Liaotung Peninsula. Which, with other things, goes to show that the Japanese are now hastening to make an end of Port Arthur and the Russian defence south of Mukden. Nor has the great embarkation which has been going on for two weeks past by any means been yet stayed. Day and night troops are hurrying to the seat of war. The majority are men of a most excellent soldierly type, matured, and fully as good as the best regiments sent off with the First, Second, or Third Armies. Nearly all of them have seen service, and wear medals which were won in the last two wars. They are mostly men of between thirty and thirty-five years of age, sturdy, tall for Japanese, admirably disciplined, and of resolute bearing. As I have intimated, there are now three armies in the field, and the fourth is on the move to the scene. The First Army is under General Kuroki, the Second Army under General Oku, and the Third Army is under General Nogai. At this stage I will not say whether any one of these armies musters but fifty or one hundred thousand strong of all ranks. Whilst General Kuroki, with the help of a portion of the Second and Third Armies, holds General Kuropatkin in the north, the remainder, with a large and special force of thirty thousand "stormers," are closing in upon Port Arthur. Some delay must ensue, because Dalny and Tientsin-wan have to be quite cleared of mines, so that siege guns and ammunition can be landed and conveyed to the assigned positions marked for primary attack. Another painful artillery surprise awaits the Russians who are shut up in their works in and around Port Arthur. Not only is there an immense park of siege guns set apart for the task of assisting the Infantry and the stormers to advance, but there are in addition one hundred 8-in. modern cannon to be used to help to reduce the fortresses. How have the Japanese managed with so little money to provide such a number of powerful long-range guns? Brains, economy, and industry combined have enabled them to obtain this huge store of such costly war material, just as they have by the same means secured their present unique position amongst the nations. A concentrated fire of even fifty of such big guns upon any outlying Russian works will soon render these places untenable, and make the position of the garrison appear hopeless. I well remember in the earliest days of the Boer war, before Colenso heights, how I urged upon the general the wisdom of bringing up by train and putting upon temporary sidings just six 6-in. naval guns, in addition to the 4.7's, so as to pulverise the position and open a road into Ladysmith. But the cost, &c., so many reasons were interposed. The Japanese, wiser in their generation, look ahead, and put the material upon the ground sufficient for the work. And they carefully have everything ready before they start to hammer their opponents.

CREATURES WHICH SLEEP

THROUGH THE SUMMER.

When the heat of a tropical or semi-tropical summer dries up every pool and parches the ground to such an extent that it is difficult for animals not endowed with great powers of locomotion to find the wherewithal for existence, they compromise with nature by sleeping off

the season of heat and scarcity. The winter sleepers are all pretty well known, but owing to the "hibernators" or summer sleepers, being for the most part inhabitants of tropical countries; far removed from the path of trained observers, we are less acquainted with the species practising that means of shunning the heat and the drought of summer. Indeed, at present only one mammal is known which does so. This is the tenrec of Madagascar, a beast resembling a hedgehog, and which retires to its burrow and sleeps during the hottest three months of the year. However, it is believed that the West African dormouse is a summer sleeper, though this species, when it has been brought to northern climes, foregoes its hibernation, and hibernates instead.

In South America and Africa various reptiles hibernate, if not in the manner described, at least so perfectly that their summer somnolence is quite comparable with the winter sleep of the temperate zone forms thereof. In the llanos, or plains, of Venezuela, the alligator, the land and fresh-water tortoises, the boa-constrictor, and several of the smaller kinds of serpents, lie motionless in the indurated mud during the hottest period of the tropical summer. But their dormancy is by no means as perfect as that of some hibernators, marmot, or a hedgehog, or a woodchuck, for instance, any one of which, when in the depth of its winter torpor, may be tumbled about like a ball, and yet, except for a few feeble respirations, exhibit scarcely any sign that it is conscious of being despitely used.

In Brazil, Australia, and South Africa, lizards, frogs, tortoises, and insects pass months of the rainless season enclosed in hard earth, and in India many species of fishes during the dry season and long-continued droughts live in a torpid condition, imbedded in the indurated clay. There are instances in which fishes have survived in this condition for more than one season. Ponds known to have been dry for several months have swarmed with scaly inhabitants as soon as the accumulation of water released them from their hardened bed.

In Arizona, a land of great summer heat and drought, much the same phenomenon has been noticed. Pools in the desert, surrounded on every side by an arid region, across which it would have been scarcely possible for water-fowl to convey the living spawn of fishes or batrachians, as soon as the thunder showers fill them are found to contain fishes, frogs, and fresh water molluscs of which not a trace could previously anywhere be seen.

But perhaps the best and most extraordinary as well as the best known of such instances of hibernation are those of the mudfish of Africa, and its relations in the rivers of South Africa and Queensland, which are provided not only with gills, but with a rudimentary lung. They can thus breathe ordinary air, and at the time they are encased in mud they leave a small opening through which they can inhale it.

Some land molluscs are singularly sensitive to heat and moisture. The desert snail lies hidden during the day, but when the sun goes down and the heavy night dew covers the herbage it creeps forth to feed, retiring before the heavens are ablaze with light.

The same species has been known to remain glued down to a board in a museum case, and after a lapse of four years, to the amazement of the curators, revive after being plunged into water.

Hibernation and reactivation it may, therefore, be said, are practically the same.

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/9 9/16
Do. demand 1/9 9/16
Do. 4 months' sight 1/9 13/16
France—Bank T.T. 2.26 1/2
America—Bank T.T. 43 1/2
Germany—Bank T.T. 1.83 1/2
India T.T. 1.34 1/2
Do. demand 1.34 1/2
Shanghai—Bank T.T. 7 1/4
Japan—Bank T.T. 88 1/2
Singapore—Bank T.T. Nominal
Java—Bank T.T. 10 1/2
Buying.
4 months' sight L/C 1/9 15/16
6 months' sight L/C 1/10 1/16
30 days' sight San Francisco & New York 4 1/4
4 months' sight do. 4 1/4
30 days' sight Sydney and Melbourne 1/10 3/16
4 months' sight France 2.30 1/2
6 months' sight do. 2.32 1/2
4 months' sight Germany 1.88 1/2
Bar Silver 26 1/2
Bank of England rate 3 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 980/1,020
" Old @ 1,050/1,100
" Older @ 1,130/1,200
" Oldest @ 1,250/1,320
Patna New @ 1,192 1/2
Benares New @ 1,160
Persian Paper @ 850/900

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from W. T. PUDDEPHAT, Esq., to Sell by PUBLIC AUCTION, TO-MORROW, the 26th August, 1904, at 2.30 P.M., within his residence, No. 3, Lyemooch Villas, Kowloon, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

Comprising:—
DOUBLE IRON BEDSTADS with WIRE and RATTAN MATTRESSES, MARBLE TOP WASHSTANDS, TEAKWOOD WARDROBES with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MOROCCO COVERED ARM CHAIRS, TEAKWOOD SIDEBOARD with GLASS, DINNER WAGON, DINNER SERVICE, GLASSWARE, MARBLE TOP BLACKWOOD FLOWER STANDS, PICTURES, COOKING STOVE and UTENSILS, &c., &c.

ALSO
4 COTTAGE PIANOS, one by Dunmo, Ellis & Hill, London, and the other by Jul. Bernh. Schroeder, Maderburg, (both in good order and condition);

AND
A Quantity of PALMS in POTS, Catalogues will be issued.

TERMS:—As usual.
N.B.—Most of the above Furniture is Marine-burk's make.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 25th August, 1904.

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfé, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance's* wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00
" Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., LD.

Hongkong, 8th August, 1904.

IMPORTANT NOTICE.

TO HEADS OF FAMILIES, HOTEL-KEEPERS, CLUBS, BOARDING-HOUSES AND MESS.

MR. H. RUTTONJEE is prepared to

DELIVER BREAD

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The Sanitary Arrangements are as nearly perfect as possible, and the work is under constant foreign supervision only.

The best Flour is used. Brown Bread made from the well-known Graham flour Aspalcity.

H. RUTTONJEE,

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Hongkong, 23rd August, 1904.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5 per Cask ex Factory.

In Bags of 250 lbs. net \$3 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st August, 1904.

FOR SALE.

ONE ICE-MAKING MACHINE with

GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH,

8, Des Vaux Road.

Hongkong, 27th June, 1904.

FOR SALE.

INCANDESCENT

Lamps of all descriptions from the best

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Intimations.

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LIMITED.

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Hongkong, 16th August, 1904.

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A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859

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ELECTRO-PLATED,

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Hongkong, 8th January, 1904.

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COLLISIONS and Damages Surveyed.
Salvage Work undertaken.

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Telegram Address: "MARINEWORK."
Telephone:—No. 358.
Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address. Only such business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$20 per annum.
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The rates per quarter of a year, in advance, are: Daily, \$50; Weekly, \$37 1/2. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies: Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 25, 1904.

THE POST OFFICE.

Postal affairs have perplexed and vexed heads and souls for many a long year; and the citizens of Victoria appear to be again in a quandary as regards the expeditious delivery of their letters. The Government has had ample opportunity of seeing the inner working of the department, but is lagging in the requirements for present and future improvements. It now rests with H.E. Sir Matthew Nathan to ascertain in which direction these can best be effected. To our mind the most expedient method of bringing about a change for the better is by an increase in the staff which would involve but a small expenditure from the exchequer in comparison with the benefits that would be derived. Our new Governor recognises that one of his greatest tasks, now and in the future, lies in the development and the safeguarding of the Colony's commerce, and to this end it will be admitted that anything tending to expedite the handling of our mail matter is of the utmost importance. Complaints are frequently being heard of the delivery of letters long after the arrival of a steamer, and several hours after the mail bags have been handed in at the Post Office. In many instances this can be attributed to the fact that out-going mails are given precedence over those arriving as the liners have to be despatched on schedule time. Surely, this should not affect the incoming mail. In fairness to the members of the staff of the Post Office, than whom there are no more energetic workers in the Colonial service, it must be stated that whenever practicable correspondence is delivered with the utmost despatch. There is no doubt that the whole fault rests with Government who should certainly provide for an increase in the staff to enable the officials to deal more expeditiously with the ever increasing bulk of correspondence arriving at, and being despatched from, the Post Office.

BACK TO MUKDEN.

It has been generally stated that Mukden, the capital of Manchuria, is the point from which the Russians will make a stand with all their concentrated forces, and from which they will build out a line, or lines, of communication to follow them up slowly, but surely, in retrieving temporary losses. Whether this will be so or not remains to be seen in a later development of the war, but in the meantime it will not be out of place to make a rough survey of the place itself, its capabilities and its chief interests. To most people Mukden is little more than a name, and derives its interest mainly from the more or less frequent mention it receives in the present operations. To the Russian it is, however, in a sense, almost what Hongkong is to ourselves; for it is the centre of an enormous trade from the whole of Northern Manchuria in connection with the port of Newchwang, and, also, it is the political centre from which the strings of administration are worked. The moral effect of its loss would, in all probability, be more than anything else disastrous to the Russian cause in view of the fact that it is the home of the Manchu dynasty and, as such, is sacred. It is not probable that Mukden would, however, have been chosen as a military base if its selection had been purely a matter of military considerations, for it does not lend itself readily to fortification standing, as it does, on a great plain about 300 feet above the sea level. One may, therefore, conclude that the fortifications are of a temporary character, in the main; since anything more would have meant a considerable expenditure in undue proportion to immediate surroundings. Indeed, probably the only real call for defences lay in the bands of robbers which infest this part of the country, and with a Russian garrison in the immediate vicinity attacks from this direction would be highly probable considering the odds against which such bands would have to contend. Thus we may be pardoned for accepting accounts of its strong defences with a certain amount of reserve. True, the town is probably well stacked with military stores, and as a depot for such is bound to be defended to some extent; but we contend that this accumulation of stores has taken place mainly since the war began, and thus we are led to infer that the greater part of the defences have been constructed within very recent times.

Now, as to Mukden's importance, as a base from which Russia will advance after having retreated and evolved a plan of directing offensive measures. We are here inclined to wonder at the benefit to be gained on the Russian side; for it would appear that the advantage of a battle on a large scale is distinctly with the Japanese. Communications are, of course, the backbone of an army, and those of Russia would be concentrated on the Central Chinese Railway recently built in a hasty manner, if at all, with the Great Siberian route. At Harbin there will lie behind the Japanese three distinct arteries by which they may be in touch with the coast. These are the Central Siberian railway to Newchwang and the peninsula of Liaotung, the railway to Sin-min-tung some thirty miles to the west of Mukden, and perhaps, most important of the three, the Liao river which is navigable to within a few miles of the position. Moreover, whereas the Russian railways will all have to be carefully guarded from local bands of adventurers, the Japanese will, in all probability, derive more help than hindrance from the people whom they are relieving from a considerable amount of oppression. Again, we are inclined to gather from the rumoured severity of Russian discipline that the enlistment of Chinese and Manchurians will create a less favourable impression on the native minds than the prospect of possible enlistment in the Japanese forces or, at any rate, Japanese protection. The passage of a victorious army through a country creates an impression of power that is not easily argued against.

LOCAL AND GENERAL.

A PLAGUE victim has been found on the shore at Hunghom.

CAPTAIN Channer has left Colombo to survey the locality of the unknown rock off the South coast of Ceylon, on which the N. D. L. S. *Prinz Heinrich* recently struck, and take bearings of the rock and chart it for the Board of Trade.

MR. Frank Bostwick, of Springfield, Ohio, has been appointed Court Clerk to the Sultan of Morocco's household. A legal agreement states that Mr. Bostwick, while attending to the teeth of the royal ladies in the harem, shall act under the supervision of two of the Sultan's officers, armed with battle-axes.

A CHINESE old hand, under the pretence of "looking for a friend" entered a tailor's shop at 15, Burd Street, yesterday at a time when the operatives were engaged at lifing. He took off his pants, put on a new pair of dittos, and then resumed his old and time stained clobber. Two months' hard labour and four hours' stocks was his guerdon at the hands of Mr. Kemp this morning in the second Police Court.

By kind permission of Lt. Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Friday, the 26th inst. (weather permitting).
March..... "The Washington Post"..... Sousa
Idyll..... "Hiawatha"..... Moret
Selection..... "Merry England"..... German
Song..... "Liebeslied"..... Karolyi
Selection..... "Reminiscences of Scotland"..... Godfrey
Valse..... "Blue"..... Margis
Lancers..... "The Toreador"..... Williams
God save the King.

A VENERABLE Chinese came before Mr. Gompertz this morning and charged his juvenile son with the robbery of various articles of jewellery belonging to him. It seemed that the boy stole the jewels, pawned them and then absconded. The property was recovered but prisoner was not arrested until yesterday. It appeared from the evidence that the accused had been guilty of pilfering from his father previously and seemed incorrigible. His Worship ordered him to be imprisoned for one day, and to receive 12 strokes of the birch. The father said he would then take the boy back, and try to induce him to lead an honest life.

ON 13th July, Col. Younghusband announced that "the mission would proceed to Lhasa." The advance began the next day. But the day before Col. Younghusband's proclamation the following companies had been registered:—Copper Mines of Tibet, Limited, Lhasa Gold Mines, Limited, Lhasa Exploration Company, Limited, Lead Mines of Tibet, Limited, Tibet Mining and Finance Company, Limited, Tibet Mining and Minerals Company, Limited, Tibet Exploration Company, Limited, Tibet Corporation, Limited, and Goldfields of Tibet, Limited. The intelligent anticipation of these early birds is creditable even in an age of bustling.

THE roll of living missionaries associated with Protestant work in China contains no name more honored than that of the Rev. Dr. Griffith John, of the London Missionary Society, who is approaching his jubilee as a Christian missionary. Such an event is, of course, rare in the history of any society, and it is not surprising (says the *Yorkshire Post*) to hear that plans have been made in China for commemorating the event. Certainly much is likely to be heard of the subject at home. A career such as that of Dr. Griffith John, of course, entails the warm sympathy of Churchmen as well as of Nonconformists. Thirty years ago he was making journeys in the remote provinces of China, which, if they had been performed by an ordinary traveller, would have been talked of on all sides.

CANDLES and refined language must have been at a premium in some offices this afternoon in consequence of the flare up of the electric light, which at times sprang into being, and as suddenly disappeared.

OWING to the interruption of the Amoy-Shanghai cable for repairs all telegrams handed to the Great Northern Telegraph Co. for Shanghai and the North are being handed over for transmission to the Eastern Extension Telegraph Company. Restoration is soon expected.

By kind permission of the Commander of Police, The String Band will play the following programme of music at the Macao Hotel from 7.30 p.m. to 9.30 p.m. on Saturday next, the 26th inst.

March..... "Old Glory"..... Carl Weber
Overture..... "Tancrède"..... J. Rossini
Waltz..... "Summer Evening"..... Waldteufel
Selection..... "Faust"..... Gounod
Waltz..... "Forest Song"..... Carl Weber
The Lost Chord..... A. S. Sullivan
Mazurka..... "Zanone"..... Hofstadter
Polka..... "Keepsake"..... Carl Weber

AT the Supreme Court this morning, three small bankruptcy cases were down for hearing. Several solicitors attended with their clients and witnesses but owing to the absence of the Chief Justice (Sir William M. Goodman) the session had to be postponed. His Lordship could not leave the Peak owing to the weather. Later on (about 2 p.m.) he arrived at the Supreme Court and conducted certain business in Chambers. The Chief Magistrate (Mr. H. H. J. Gompertz) was delayed for the same reason and did not reach the Magistracy until after eleven o'clock.

THE Prince Line of steamers is to join the Howard Houlder, Rowat and Co. line in their trade to the Far East. The firm has, for the past eighteen months, been running a line of ships from New York to Singapore, Manila and similar ports in the Far East, and the arrangements now concluded with the Prince Line will, without doubt, go far to strengthen their position. The fine new steamers which the Prince Line have lately added, to its fleet must prove a valuable addition to the tonnage in the trade. The service will now maintain a monthly schedule of sailings with more frequent departures should the necessities of business demand it, as, with the inclusion of the Prince Line, all arrangements are perfected for supplying any demand. The ships will all be loaded jointly by Messrs. Howard Houlder, Rowat & Co., Ltd., and the John C. Seager Co.

THE people of Perak believe evidently in variety. They certainly provided a unique item, for a hot day, in the programme of sports arranged in connection with the coronation day at Nebong Tebal. This event consisted in each of the competitors diving down their hands to the bottom of the several buckets which were filled with treacle containing money in the shape of small silver pieces, and after which tackling in the same manner a heap of flour which contained money of the same kind. The diving down into the treacle appeared to be a wretched piece of business to the onlookers, but the competitors appeared quite happy in their prospect of finding money in this quaint manner, and as a matter of fact quite enjoyed themselves in the method enforced. The four arrangement seemed well thought out as it provided a means for their wiping off the treacle from their dripping hands and head.

AT the Magistracy this morning before Mr. Gompertz, the Superintendent of the Green Island Cement Company charged two ricksha coolies with larceny. It seemed that he engaged the men to take him to the Tai Koo Sugar Refinery, and on his arrival there missed his purse containing money. He at once reported the matter at No. 2 Police Station and Inspector Gould sent detectives right and left. Half an hour afterwards Sergeant Lee came across the accused in the street examining the purse which contained \$11.65. The coolie who carried the prosecutor said he was on the point of returning the purse to the Police Station when the Sergeant came in view. He did not however deny that he put the purse and money under the seat of the ricksha when he encountered Lee's genial features. The second prisoner said he was "only examining the purse." It was a good enough defence to get him discharged, but the first prisoner was committed for three months with hard labour.

FOREIGN VESSELS IN BRITISH PORTS.

The Select Committee of the House of Commons appointed to consider the advisability of applying the British regulations to foreign ships trading to and from British ports resumed its sittings on the 17th ultimo. Mr. Bonar Law presided.

Mr. John Herron, shipowner, Liverpool, said he was chairman of the Liverpool Shipowners' Association and a member of the Shipowners' Parliamentary Committee. British ships were handicapped by British law in their competition with foreigners by the latter's exemption from some of the Board of Trade regulations, and it was not surprising that the proportion of British tonnage frequenting British ports was diminishing and the proportion of foreign tonnage was increasing. Last year no fewer than 203 foreign vessels were detained out of a total of 279 ships for overloading. If foreign vessels were not marked with our load-line they should be surveyed before their departure from a British port and on arrival at a British port to ascertain whether they had been overladen. During the past ten years 3,640 vessels measuring upwards of 4,000,000 tons had been transferred from the British to foreign flag, and he could only account for a change on so large a scale by the advantages which foreign ships enjoyed in competition with our own.

THE TYHOON

SWEEPING AROUND HONGKONG.

FATALITY REPORTED.

Since twelve o'clock last night the force of the typhoon now in the neighbourhood of the Colony has increased and things generally are looking dark. All day yesterday the black cone signal, point downwards, was hoisted at the usual stations, but during the night the fury of the gale increased to such an extent that at 4.30 a.m., to-day the typhoon gun was fired, warning the Colony of the approach of the typhoon. The black ball signal was then hoisted denoting that the gale was to the westward of the Colony and as soon as this was observed all awnings and loose gear on the steamers in harbour were taken in, and the vessels made snug to ride out the coming storm. The moorings of the vessels at anchor were quickly strengthened, and ships warned not to leave the port. At 12.30 p.m. the Star Ferry Company decided to stop running its boats, as the wind and sea were too strong, and high to be safe for such craft, while the danger in trying to make the landing, especially on the Hongkong side, was momentarily increasing. No other boats or launches of any sort would venture away from their moorings so that many Kowloonites look like spending the night this side. Over the harbour hung a heavy mist, with low dark clouds, which continually belched forth blinding, and cutting showers of rain. Those who had the temerity to cross the harbour in the last ferry had a somewhat exciting experience, as owing to the necessity of taking in the awnings, and the heavy rain, and spray falling over the boats, the passengers had to travel, cooped up like sheep in a pen. As no one wished to miss "the last ferry," and be left on the wrong side of the harbour the deck cabins were packed, while very many first class passengers sought the shelter that the second class accommodation affords, and were encouraged to make themselves as comfortable as possible under the circumstances.

CASUALTIES IN THE HARBOUR.

As far as could be learned under prevailing conditions, the only craft which suffered any damage in the harbour was a number of fishing junks and sampans. These ill-advisedly elected to remain under double rope moorings at their usual places along the Praya, East and West; the boats generally located along the Praya, Central, sought safety in Causeway Bay. The result of their temerity was that some fifteen or sixteen junks and sampans found their only haven below the muddy waters, though no loss of life has so far been reported. A few sampans, "manned" by women, were made fast to ring bolts on the sea-wall of the Praya, West, everything movable being taken away and the women going to the houses of friends leaving their frail craft to their fate. All that remains to be seen of some of these is the worn-out ropes by which they were "made fast," but not fast enough. Wrecked junks are now floating along the Praya East, while a considerable amount of wreckage, in the shape of masts, spars, boards, rudders, buckets, loose bamboos, and so on, is bobbing about, and affording spoil for coolies. Along the Praya West, this morning were several entirely smashed up junks and sampans, dashing against the wharves and jetties, until but a few boards, sticking together, were left to show what they had been. Some of the wharves themselves have thereby sustained damage of greater or lesser degree.

Steamers arriving from Canton are all late and report bad weather. The s.s. *Kinsan*, which was due here from the neighbouring capital last night, was only able to make her wharf at 10.30 a.m. to-day. She left Canton at 2.30 p.m. yesterday as usual, but had to return at 10 p.m. and anchor again until this morning. She experienced considerable difficulty in getting alongside her wharf owing to the heavy sea and strong winds. On the trip across she had heavy squalls and rain, with strong N.E. winds. Other vessels of the Hongkong, Canton and Macao Steamboat Co. in port have sheered off from their wharves, and are moored firmly some twenty feet off. Over at Yau Ma Tei several junks and other craft are said to have been smashed up, some past all possibility of repairing, while a number sampans were observed, by passengers on the morning ferry, floating bottom up.

The s.s. *Neungshan*, Capt. Jones, bravely weathered the mountainous sea from Macao to Hongkong this morning, and arrived here at the usual hour in the forenoon. After the passengers had been landed and the mail delivered to the postal authorities she promptly cast off her moorings and made for shelter. The return journey to the Portuguese port was wisely not essayed.

FLOODS.

The tides were exceptionally high and washed over the road in some places, the heavy rain of last night having caused a good deal of flooding, the stretch from McGregor Barracks to Praya East, being completely submerged, water washing into the lower floors of the houses, in some instances causing the light furniture to float about like miniature derelicts. This was caused to a very great extent by the side walk being so much below the level of the road, thus forming a sort of ditch. During the night the heavy rain penetrated through 18 inch walls in some of the houses in that district and showed its course by heavy damp streaks on the walls.

IN KOWLOON.

Not very much could be gathered of the conditions prevailing on the other side, owing to communications being cut off at noon by the stoppage of the Star Ferry boats; but from some passengers coming in earlier in the day it was learned that Kowloon Bay was in a turmoil, along the western shore of which several junks were to be seen stranded, while a good deal of floating debris showed that others had gone down. In various parts matchboxes and coolies' shelters were blown down; the coolies making themselves quite comfortable in their invented salt-baths, of large dimps.

sions, in which they squatted and smoked cigarettes regardless of the storm and wet outside.

HOUSES COLLAPSING.

FATALITY RECORDED.

At six-thirty this morning house No. 1 Ping On Lane collapsed, and as the result an old Chinese woman came by her death, whilst the lives of three Chinamen were jeopardised. There is nothing to explain the collapse, beyond the excessive rain now pouring. The premises involved a men's and squalid building, the basement of which was occupied as a species of store by a Chinese contractor. The second story was used as a dwelling by Chinese. The front of the house fell outwardly consequent upon the weight of water descending upon the flat roof.

When the police were notified they at once proceeded to the scene of the disaster assisted by firemen, and the whole directed by Mr. E. R. Hallifax. The unfortunate woman's corpse was recovered from under the fallen debris, death having been caused by suffocation. Three Chinamen fell at the same time. Two escaped without injury, and the third, although buried, was rescued, unhurt beyond a severe nervous shock and a slight contusion of the forehead.

The collapse caused a somewhat serious commotion amongst the denizens of the neighbouring purlieus, and the foresight and precaution of the residents at No. 1, Bridge Street because that humble structure collapsed shortly after the calamity in Ping On Lane. The residents vacated the place only one hour before the caving in process. Fortunately no one was damaged. No 3 Bridge Street is in a tottering condition, and will possibly meet a similar fate to that of No. 1. The occupants have removed.

At the time of going to press no further cases of houses collapsing owing to the violence of the storm had been reported.

A LANDSLIP.

A landslip occurred early this morning in Park Lane, three or four tons of earth and stone causing an obstruction for half the width at one point.

BOULDERS.

Conduit Road was also the scene of obstruction, numerous heavy boulders descending from the hill, and with a force of their own finding lodgment in this ill-fated thoroughfare.

S.S. "SHAWMUT" GOES AGROUND.

During the gale this morning the big vessel *Shawmut* dragged her moorings and went ashore in Kowloon Bay. It was at first believed that she had struck on a rock, but it was afterwards observed that where she struck there was no rock charted, and so it was concluded she was on a sandy shoal. Latest news of the vessel was to the effect that she had got off and was re-moored in the bay. It is of course not known whether she has sustained any damage, but this will be ascertained when the weather permits of her entering the dock. As present she lies in what is practically an isolated position, as no communication can be had with her except by signal.

EMPRESS DETAINED.

We understand that the *Empress of India* which was to have left the harbour yesterday has not proceeded to the north, but is lying at anchor, in shelter just inside of the Lyceum Pass. She took away the following passengers from Hongkong for Vancouver, &c.—Mr. C. A. Tomes, Master A. Tomes, Mr. and Mrs. Fontaine, Mr. and Mrs. H. Parker Willis, Major A. B. Hamilton, Messrs. F. Gonzalez, H. Hackwood, Capt. A. C. Cowden, U.S.N., Mrs. A. C. Cowden, and Miss K. Cowden, Messrs. J. W. Kew, William T. Funamoto, W. W. Ritchie, J. Johnson, Mr. and Mrs. B. Lezanas and child, Miss Mitchell, Mr. A. Havesy, Mr. and Mrs. C. H. Mowbray, Mrs. St. John, Mr. and Mrs. G. J. B. Sayer, Mr. and Mrs. R. O. Boggan and child, Mr. J. H. Seth, Mrs. A. Seth, Messrs. F. Machado, P. A. Cunningham, B. T. Beaman and child, Mr. and Mrs. L. O. Liesching, Mr. and Mrs. J. J. Leiria, Capt. Maddock, Mr. A. S. D. Cousland, Dr. J. C. Whinnery, U.S.N., Messrs. R. F. Morrison, W. D. Downey, Mr. Lurg Shi, Mrs. Chan, hi, Master Chung Kwan, Misses Mi Ying, Mi Wo, Messrs. Kwan Lung, Wai Wing, Pun Wah Hin, K. Tanaka, W. L. Sims, Steffens, Li Ying, Wong Wa Ching, H. E. Krol, F. B. S. Jacob, Yeung Tse Hing and W. Kempnich.

THE ENGLISH MAIL BOAT.

The P. and O. s.s. *Ghuana* bringing the English Mail, and due this morning, had not arrived at the time of our going to press. It is surmised that she must have steered a course S.S.E. to sail round the typhoon, in which event she may be considerably delayed. It is possible, however, that she may have passed to the north, and be simply delayed by the strong winds and high sea prevailing.

STRONG GALE EXPECTED.

The following express was issued by the Hongkong Observatory, at 11.30 a.m. to-day: The typhoon has recurred to the Northward and is now South-West of Hongkong distant about 120 miles. A very strong gale from the South-East is expected in Hongkong.

THE BAROMETER.

The barometric readings in the course of the day, kindly furnished by Messrs. Falconer & Co., are as follows:—

9 A.M. 29.46
1 P.M. 29.30
4 P.M. 29.18
At 5 p.m. our barometer was at 29.16 and at 6 p.m. 29.10.

RIVALING THE STORM OF 1889.

Chief Inspector Baker said this morning to one of our representatives, that the gale now raging was in his opinion quite as bad as that of 1889, when so many houses collapsed owing to the remarkable downpour. Although, he said, steam launches have ceased running, he anticipated considerable and may be disastrous damage, has been occasioned in the New Territory.

SHIPPING AND MAILS.

MAILS DUE.

American (*Manila*) 28th inst.
Indian (*Kumrang*) 29th inst.
German (*Bayern*) 31st inst.
Canadian (*Empress of Japan*) 6th prox.
Australian (*Chinglu*) 7th prox.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Vancouver at 5.30 p.m. on 23rd inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Opium for China.

(From Our Own Correspondent.)

Bombay, 24th August.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 875 chests of Malwa opium. Prices are as follows:—

Malwa (New) ... Rs. 1,500
" (Old) ... " 1,630
" (Oldest) ... " 1,680

(Reuter's.)

Chinese Neutrality.

LONDON, 23rd August.

News from Berlin says that the German Consul in Shanghai has been instructed not to interfere with Chinese neutrality.

The Russophil journal *Kreuz Zeitung* admits that the Japanese demands in Shanghai are perfectly just.

The Russian Search for Contraband.

The Liverpool Chamber of Commerce has forwarded a resolution to Lord Lansdowne earnestly hoping that arrangements will speedily be made to remedy the grave detriment to British commerce resulting from Russia's proceedings re contraband. The co-operation of all other Chambers is solicited.

It is stated that a Russian cruiser off the Cape is the *Smolensk*; but it is more possibly one of the converted German Liners.

LATER.

Coaling War Ships.

A proclamation has been issued at Malta forbidding the coaling of belligerent ships proceeding to the seat of war, or to anywhere on the line of route, with the object of intercepting neutral ships on suspicion of carrying contraband. The *Times* understands that a similar proclamation will be issued to all British dependencies.

The Russian Cruisers.

The appearance of a Russian cruiser on the Cape route has evoked renewed protests from the Press. The *Times* says that, in view of Russia's formal undertakings in reference to the Volunteer cruisers, if the cruiser really is the *Smolensk*, the question has relapsed to an acute stage demanding prompt and vigorous treatment.

(Strait Times.)

The King's Speech.

London, 16th August.

H. M. the King's Speech on the prorogation of Parliament says that foreign relations continue to be in a satisfactory state.

It is stated that the agreements with France will materially strengthen the ties of friendship between her and Britain.

The Speech next refers to the cordial reception which H. M. met with at Copenhagen and Kiel.

H. M. regrets that hostilities are still in progress between Russia and Japan and says further:—Questions involving the treatment of neutral commerce have arisen. The issues involved which are of the gravest moment to the trade of the Empire will I trust be amicably settled. My Government will energetically support my subjects in the exercise of rights recognised by international law as belonging to neutrals.

It has been decided to sanction the introduction of the elective element into the Transvaal Legislature. H. M. trusts that all classes there will unite in rendering this step in the direction of self-government to be conducive to the welfare of H. M.'s dominions.

The political mission to Tibet encountered some resistance. But, says H. M., "its safe arrival at Lhasa affords me the greatest satisfaction, and reflects the highest credit on the officers and men of the small force employed. I trust that by conference with the Tibetan authorities, in conjunction with the Chinese representatives at Lhasa, terms may be arranged for facilitating trade and for ending the difficulty and the friction which have arisen on the northern frontier of India."

H. M. also expresses trust that the army reorganisation now proceeding may conduce to the defensive strength of the Empire.

THE TRADE OF KOREA.

The Consular report on Korea for the year 1903 shows that the foreign trade reached the highest figures yet attained. As in Japan, however, so in the Peninsula, the chance of war had a depressing effect particularly during the second half of the year. The nation most interested commercially in Korea is Japan, and there the banks restricted the facilities granted to merchants in case they might require their capital for purposes connected with hostilities.

Nevertheless, the result of the uneasiness experienced was on the whole not so baneful as might have been expected, and the sanguine anticipations entertained regarding commercial prospects in 1903 were in a large measure fulfilled. It was a record year both for imports and exports. The foreign trade of Korea has gone on increasing rapidly during the past few years. The value of the trade amounted to £2,827,381, of which £1,859,876 represents imports and £967,505 exports. To this must be added the gold export, amounting to £557,006, making a grand total of £3,384,387. Customs duties amounted to £146,255.

THE WAR.

WHAT IS RUSSIA'S GAME?

THE TRUE INWARDNESS OF THE SITUATION.

There is a general belief among official circles in London that the action of Russia in seizing British vessels is dictated rather by motives of a general and disinterested nature than by the individual circumstances of the case.

It is thought that Russia would have hesitated to have provoked the animosity of Great Britain by seizing any of her shipping except under circumstances of so flagrant a violation of the law against contraband that the justification was apparent.

But Russia's diplomacy has always been as subtle as crooked, and there is a disposition to regard her high-handedness as concealing—or revealing—a bold attempt to right her fortunes or involve other Powers in the disasters of war. From her point of view, she would have little to lose by provoking an extension of the conflict. She no longer has the least hope of snatching any material victory over her enemy, and the outcome of the struggle is certain to lead to the humiliation of an acknowledged defeat if she is left to her own resources.

THE PEACE OF EUROPE.

The general peace of Europe has been kept unbroken, notwithstanding many intrigues known in the diplomatic circles of European capitals, and the other Powers are merely spectators in a struggle which is impoverishing and humiliating Russia, whilst leaving them untouched.

It is, therefore, regarded as highly probable that Russia would not be averse from provoking the intervention of Great Britain in the hope of making her ally uneasy, and of weakening the *entente cordiale* between Great Britain and France.

She probably calculates that she might create such a situation; that, rather than run the risk of international complications, other Powers would, in their embarrassment, do all they could to stop the war by pressure on Japan; and so to embroil France and England, with the sympathies of Germany, already strongly pro-Russian, would offer her some chance of escape from final humiliation.

The fact that Russia has also seized German shipping does not conflict with this theory. It merely gives an air of stern impartiality to what is probably really a deliberate calculation that Great Britain and France would do a good deal rather than risk any chance of hostilities between themselves.

It is admitted that this would be a gambler's desperate throw, for France might very conceivably say: "Perish the Dual Alliance if necessary, rather than break the peace with England," but Russia's position is already so desperate that she may well think her only chance is to try to drag others into the game, involve other stakes besides her own, and so terrify them by the high play in sight, that in the alarm and confusion she might cover her own losses.

With such possibilities in view, it behoves Great Britain to move warily; although obviously the demand made by Sir Charles Hardinge for the immediate release of the *Malacca* was a necessary step in order diplomatically to regularise the situation and give Russia an opportunity of justifying her action.

IS THE ANGLO-JAPANESE TREATY INVOLVED? The problem which the Law Officers of the Crown are working hard to solve is, firstly—whether Russia's and Turkey's action in breaking the oft-repeated Treaty stipulations that ships of war must not pass through the Bosphorus must be construed as bringing Great Britain within the scope of the Treaty between this country and Japan made in 1902.

A glance at the Treaty seems to indicate that no contingency like the present one was contemplated. Briefly, it states that if either Great Britain or Japan should become involved in war with another Power in defence of their respective interests in China and Korea, the other contracting party should maintain strict neutrality; and use its best efforts to prevent other Powers from joining in hostilities against its ally. Should, however, any other Power or Powers take part in the conflict, then it was agreed that the other contracting Power should come to the assistance of its ally, and conduct the war in common, and make peace in mutual agreement with it.

QUESTIONS OF INTERNATIONAL LAW. The mere passage of troops or ships through a neutral territory, even in violation of a Treaty with a third party, has never been held by jurists to be a participation in war by the country allowing it.

The second question is whether, assuming the Treaties respecting the Bosphorus to have been broken, that fact makes the capture of the *Malacca* illegal even, though it is proved conclusively that it contained undoubted contraband of war.

The plea that the end justifies the means will no doubt be urged by Russia, and Turkey will probably assert that it had no suspicion that the Russian ships passing through the Dardanelles were bent on other than a peaceful mission; but both these contentions can be easily brushed aside, especially the latter.

IS TURKEY JOINTLY RESPONSIBLE WITH RUSSIA?

It seems, on the whole, that there is a dual responsibility on the part of Russia and Turkey for the consequences of what has taken place. One fact that should help to a speedy decision is that the general question is governed by treaties, and not by abstract principles of international law.

England has now demanded the restoration of the ship, although no demand for compensation appears to have been included. Failing immediate satisfaction, a naval demonstration would be the next step, followed, if necessary, by an ultimatum, and as a last resource a declaration of war.

But diplomacy and firmness should prevent this crowning catastrophe—unless, of course, Russia is playing the desperate and sinister game indicated above.

THE TRAM COMPANY.

EUROPEANS TRAVELLING THIRD CLASS.

IMPORTANT TEST CASE.

The case in which two Portuguese boys were charged with travelling third class on the cars of the Hongkong Electric Tram Co. came on for hearing at the Magistrate's Court this morning, before Mr. Gompertz. The charge, however, had been altered to one of refusing to quit the car when requested to do so.

The Ordinance contains several sections, more or less complex, and one states that separate accommodation will be set apart for Chinese third class passengers, but does not state for Chinese only.

In this case the boys were originally charged with refusing to pay first class hire, as Europeans, though they offered to pay third class rates, as they thought they were entitled to.

Mr. H. W. Looker now appeared for the Company and stated that on the day in question the defendants entered the car which, at the time, was crowded in the third class compartment. One boy stood up between the seats and the other stood upon the footboard. The conductor asked them to either leave the car or pay first class fares and go in the first class compartment, to which they refused and were afterwards given into custody. They professed the advertised rate for third class passengers, which was refused.

The defendants who had not the benefit of Counsel, admitted the facts as above narrated. His Worship ordered each of the defendants to enter into a personal bond of \$5 to keep the peace for one month.

NEWCHWANG CONSIDERATIONS.

Reports, official and otherwise, from the Far East point to a probable early concentration of European interest on the town of Newchwang. Should the exigencies of a rapid Japanese closing movement compel a hurried Russian retreat, white property, not to say white lives, will be considerably menaced, on account of the proximity of Tuluensan's bands of nomads, and so the speedy despatch of a British gunboat from Chefoo will go some way in reducing the magnitude of a danger which any one familiar with the conditions of Northern China must perforce admit to be far from imaginary. Possibly, too, the Japanese may expedite a settlement by arriving at the "first port of Manchuria" both by land and by sea very shortly after their opponents withdraw northwards. But these various foreshadowed happenings serve to recall incidents in the last few years of Newchwang history which make the present situation far more piquant than is generally realised.

Every one knows, of course, that Newchwang is a treaty port—open, that is, to the trade of the whole world—and, as the only Manchurian seaport, Dally excepted, has always been recognised as a town with a great future before it. In this point lies the motive for the Muscovite aggression, which from time to time has so hampered and inconvenienced trade. Russia does not, indeed, care particularly about the commercial monopoly, but the growth of a thriving cosmopolitan community, a sort of second Shanghai, in territory which, for political reasons, she desired to dominate wholly herself, is obviously to be deprecated. And right skilfully has Russia played her game from first to last.

Some way up the river, quite away from the other European settlements, the original Russian concession was selected, and connected by that branch line, now of such strategic importance, with the main railway between Mukden and Port Arthur. A garrison in these circumstances seemed the natural safeguard against the bandits and the nomad Manchurian tribes which infest the neighbourhood to the north and west of the Liao river.

At the time of the Boxer outbreak the European Consuls at Newchwang applied to the Russian commandant for as large a party of soldiers as he could spare, to protect lives and property in Newchwang pending the arrival of the men-of-war of the various nations. The request was granted, and Russia—at the instance of the Powers—occupied Newchwang with a military force: the subsequent arguments of all the interested parties have not sufficed fully to resist that first invitation. The Russian flag then hoisted over the Chinese Customs buildings has never been withdrawn to the concession up the river, and the control acquired over the junk trade—dues properly payable to the Chinese Governor—neutralised any superior influence which the Imperial Maritime Customs might have afforded to British authority. These dues provide the Russian representative with an annual income estimated at not less than 180,000 taels. It may be wondered that more vigorous steps have not been taken to oppose this drifting of an "international port" into, politically speaking, a semi-Russianised settlement; and critics far from the scene of action usually condemn the jealousy of the European Powers trading with Newchwang even more than the supineness of the Chinese Government in virtually ceding their best northern seaport. This last point may be set aside. Peking authorities, having permitted Russia practically to annex the whole province, were scarcely likely to quarrel with her over the possession of a treaty port where Celestial interests were in any case discounted.

But the wavering of the white communities is explicable on other grounds than jealousy. The British, German, American and French merchant firms are bent solely on commercial extension, and Russia, until the Japanese victories, had it in her power to minimise the opportunity of other comers.

It may be hoped that now circumstances seem likely to compel an evacuation, the Powers having commercial interests will combine to strengthen the hands of the Japanese in presently making such requisitions as shall preserve in Newchwang a veritable open door to Manchuria.—P. M. G.

OPIUM SMUGGLING.

TROUBLE ON THE FRENCH MAIL.

The *Strait Times* of 17th inst. says:—For some time past the Opium Farm authorities have had suspicions that opium was being smuggled into the Colony by the French sailors on board the homeward Messageries Maritimes mail steamers. One or two arrests have been made from time to time. It will be remembered that on arrival of the last French Mail from Saigon one of the sailors was captured with a quantity of opium in bladders hidden under his clothes. The man, however, managed to wrench himself free from the *chintings* and ran back to his ship leaving a quantity of opium in the revenue officer's hands. On the arrival of the French Mail from Saigon yesterday the *chintings* at the Borneo wharf captured a sailor from the mail landing with between \$200 and \$300 worth of *chintings* in skins or bladders under his clothes. The French sailor struggled to get away and jumped from the wharf into the sea. The *chintings* jumped into the sea after him and brought him to the shore. A number of the bladders containing opium were lost in the struggle in the water. The M. M. Co.'s agent asked the revenue officers to allow the sailor to go back to his ship and change his wet clothes, saying that he would then be handed over again. The *chintings* allowed this request, but the sailor did not come back. The police authorities were telephoned to and Sergt. Shedy from Sepoy Lines station, who has charge of that district, went down to the wharf to demand that the sailor should be handed over. The Captain of the vessel refused to allow the man to leave the ship. The French Consul was telephoned for, but the Captain still refused to give the man up. Eventually a letter from the Chief Police Officer, was handed to the French Consul and the man was then handed over to the police authorities and was taken to the lock-up. This morning the man was brought before Mr. Colman, Mr. Raine with Mr. F. K. Jennings representing the Farmer, Mr. Lowell defending. Mr. Lowell asked for a postponement, and, no objection being raised, the hearing of the case was fixed for Monday next.

DING HOW.

A MANCHU PONY.

In a letter from Mukden, the *Daily Telegraph* special correspondent with the Russian army writes:—

He is nearly fourteen hands in height without his shoes, and to look at him as he dozes in the courtyard of the Chinese hotel you would say he was the gentlest creature alive; yet he has the distinction of being the most warlike thing yet seen by the unique collection of "peace correspondents" at Mukden. One met him first near the station, on the little common contained on three sides by the scattered dwellings of officials, and on the fourth by the overworked railway. With many others he was brought by shouting Chinamen eager to effect a sale, and as at that time, three weeks ago, there seemed to be immediate need for ponies, prices ranged accordingly. The move to Liao-yang was imminent, as it has been, more or less, for months. Still, it seemed necessary to be ready, and so one prepared; the first step in that preparation resulting in a miniature horse fair, picturesque and inexpressibly odorous. The dealers galloped about wildly on every horse on which one cast a kindly look. These worthies watched to discover one's taste in horsemanship, and whatever animal was examined rose promptly in value to nothing less than 300 roubles. Evidently it was necessary to play the rascals at their own game, and regard only the most ill-formed of their beasts. Ding How remained profoundly reflective, excepting when some of his comrades came too near behind. Then he became imbued with sudden animation. Round came his quarters, and out flew his heels again, until he had cleared a space for himself among the screaming objects of his attentions. This accomplished he subsided once more into gloomy speculation. In spite of his peculiar temperament, however, he was worth examining, for standing alert he was a model of his kind. The head was small and shaggy, the shoulders finely sloped, and the chest broad and muscular. Immensely strong in the legs, his pasterns were good, and the feet well shaped. The "barrel" was beautifully ribbed up, the pear-shaped quarters showed every muscle, and the hind legs "dropped" like those of a racer. Undoubtedly he was the pick of the bunch, and just for that reason one dared not look at him unless with disapproval. For three-quarters of an hour one haggled for ponies one did not want, and struggled to reduce prices to what one would never have paid.

From time to time the proprietor of the vicious brute went off on a gallop. He raced his steed against others, and always won. On each occasion when he returned to find his performance disregarded he lowered his demands, and finally, with saddle and bridle of native make, the concentration of wickedness changed hands. Heavens! How the little animal fought before he could be shod, and, being shod, how he resisted all attempts to mount him. There is scarcely a Manchurian pony that does not hate the "foreign devil"; but the hatred of Ding How is mortal. It required three Chinamen to persuade him to carry a saddle, and, having in their own left-handed way begun at the wrong end, they proceeded to put the bridle on. But Ding How, using teeth and forefeet, routed his enemies. He dashed into every corner of the many-cornered space, and under every shed judged sufficiently low to scrape the precious secondhand, patched saddle that money here cannot replace. Yelling Chinese followed in a small, but gradually increasing, crowd, which, when hard pressed, he boldly charged, and triumphantly dispersed. With the utmost difficulty one got rid of clamouring assistants, and were just about to catch his mane when an excited coolie, coming from somewhere, with a big stick struck him violently over the quarters. How one perished and praised China, its ponies

and its people! But the little wretch seemed to enjoy the situation. He would stand, limp and dejected, just as if life had lost all interest for him; yet one knew that he was watching every movement made around him with the closest attention, and many a ruse was tried in vain to effect his capture. One got his ear at last, and, with a struggle, securing the other, held him fast. Then the bit was slipped between his dangerous teeth, and, with a great effort, the bridle fixed. Getting into the saddle was a matter of as great difficulty as mounting an Australian buck jumper, and he went off with a bound the moment he felt one's weight. Since then, however, he has learned to be more gentle, though he never will be kind. Nothing seems to alarm him—not even the high, hooping, Russian trains. Crossing a deep ford, he plunges in bravely, swims where necessary, and, on the other side, goes his way as if nothing had happened. He never seems tired, is always ready to race, and if ever our peaceful occupation ends, and it is necessary to make an arduous march, the brave Ding How will do it, or die in the attempt. But when, oh, when, will official promising end, and official performance begin?

FIRST REPORT OF THE TARIFF COMMISSION.

THE IRON AND STEEL TRADE.

The iron and steel trades are dealt with in a first report issued by the Tariff Commission, a copy of which came to hand by the mail yesterday. The conclusions of the report, which is signed by all the members of the Commission, are as follows:—

1. That the iron and steel industry of this country has declined relatively to that of other countries.
2. That our export trade to foreign countries has diminished, while that to the Colonies has increased.
3. That although our trade with the Colonies has increased, the colonial market is increasing much more rapidly, and that foreign countries are securing a growing proportion of this colonial trade.
4. That the relative decline of the British iron and steel industry is not due to any natural British disadvantages, or want of skill and enterprise on the part either of British manufacturers or of British workmen.
5. That it is due to the fact that the manufacturers of the United States and Germany, having secured control of their home markets by means of high tariffs and an organised system of their export trade, are in a position to dump their surplus products upon British and other markets, irrespective of cost.

6. That the practice of dumping could not be carried on by foreign countries but for the British system of free imports.
7. That the British fiscal system "should be revised in such a manner as to check this practice, to maintain, so far as possible, our export trade to foreign countries, and develop our colonial markets, and increase the employment of the working classes.
8. That these objects can be obtained by means of a system of tariffs arranged as follows:—

- (a) A general tariff, consisting of a low scale of duties for foreign countries which admit British wares on fair terms;
- (b) A preferential tariff lower than the general tariff, for those of our Colonies which give adequate preference to British manufactures, and framed with a view to securing freer trade within the British Empire;
- (c) A maximum tariff, consisting of comparatively higher duties, but subject to reduction by negotiation to the level of the general tariff.

A provisional scale duties for the general tariff has been drawn up by the Commissioners. They range up to 10 per cent., iron ores being free. The duties suggested include 5 per cent. on pig iron; 6 per cent. on partly-manufactured iron and steel materials, also on rails, sleepers, girders, &c., 7 per cent. on wire rods and plates, and 10 per cent. on sheets.

THE STRANGERS' HOME FOR ASIATICS.

In the West India Dock Road, Limehouse, London, E., an unpretentious institution carries out a useful and beneficial mission in connection with Asiatic sailors who are visiting these shores. The object of the Home, as announced by the late Prince Consort, when he laid the foundation stone of the building in 1856, is "to provide, at a moderate charge, a temporary home, or lodging and board, under adequate superintendence, for natives of any part of the Continent or Islands of New Zealand, or any of the Islands of the China Sea, or Indian, or North or South Pacific Oceans, or of any part of the Continent or Islands of Africa, including Madagascar." Although the Home is run upon self-supporting principles, a deficit is not unknown, owing to the number of destitute natives for whom the authorities of the Home have to provide. During 1903, 725 persons found temporary residence in the Home, of which number no fewer than 118 were destitute. Owing to the number of destitutes, due to the recent quiet state of the mercantile marine trade, the annual account for 1903 shows a deficit of £38. That an institution of the kind should be hampered in its work for a few hundred pounds can only be stamped as a national disgrace. Most shipping companies and owners of ships who employ these natives, and, after taking them away from their native shores leave them to an alien institution to be supported by the British public when financial difficulties arise, should be dealt with in a manner in which no option is allowed them. The Superintendent of the Home for Asiatics is Mr. J. A. Morris, whose knowledge of the Asiatic, gained during a long experience in Eastern Seas, renders him exceptionally qualified to understand and to deal with the natives of Asia in their trials and difficulties.—*Journal of Tropical Medicine.*

Today's Advertisements.

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the SECRETARY to the GOVERNOR, Sandakan, on or before the 15th November, 1904, for the following REVENUE FARMS, for the year 1905, or for the three years 1905, 1906, 1907:—

OPIUM FARMS.
SPIRIT LICENSE FARMS.
PAWNBROKING FARMS.
GAMBLING RESTRICTION FARMS (North Borneo only).

For Particulars, apply to—
Messrs. GIBB, LIVINGSTON & Co.,
Hongkong.

BRITISH NORTH BORNEO.

CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th November, 1904, for the CUSTOMS FARM, including the sole right to collect all Import and Export duties payable to Government, exclusive of Import duties on WINES, BEER and SPIRITUOUS LIQUORS, which are farmed separately, and Export duty on ESTATE TOBACCO, TIMBER, COAL, MINERALS, CUTCH and manufactured products for the year 1905.

Tenders may be for the whole territory (exclusive of Province Clarke) extending from Sepilong river in P. on Bay on the West Coast, to Brunsburk, S. on, Sibuko Bay, on the East Coast, including all bays, rivers and islands within the State, or for each separate district.

Each tender should state the monthly rent tendered.

This Farm is subject to the Laws and Regulations now in force or to any Laws or Regulations which may from time to time be enacted or issued by Government.

Any further information on the subject may be obtained from Messrs. GIBB, LIVINGSTON & Co., Hongkong, the Finance Commissioner, Sandakan, or from the Presidents or Officers-in-charge of the different districts or stations.

Tenders should be sealed and addressed to the Secretary to the Acting Governor of British North Borneo.

Every tender must state the nature of the security to be offered and which must be partly in cash to be deposited in an approved Bank or partly in land and house property.

The Government does not bind itself to accept the highest or any tender.
August 25th, 1904. [970]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 5 per cent. (Two Dollars and a Half per Share) for the Six Months ending 30th June, 1904, will be paid on application to those Persons who are Registered as Shareholders in the above Company on the 31st August, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to 31st August, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 25th August, 1904. [969]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Intimation.



THE POPULAR SCOTCH

"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central. [932]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.
GLASGOW and LIVERPOOL	"PATROCLUS"	8th September.
GLASGOW and LIVERPOOL	"ACHILLES"	17th September.
GLASGOW and LIVERPOOL	"ACHILLES"	24th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	7th September.
	"DEUCALION"	3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

WEI-HAI-WEI, CHEFOO and TIENTSIN	"KAN SU"	17th August.
FOOCHOW and SHANGHAI	"YOCKOW"	27th "
SHANGHAI	"WOOSUNG"	29th "
MANILA	"TEAN"	30th "

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th August, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th August, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 10th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 20th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bable	September 5th, 1904.
"RAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF:—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class, \$3.00 for Single Journey.
2nd " 1.50
Meals, 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904. [819]

STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG CHOW".....1,309...J. P. MARTIN.
"KWONG TUNG".....1,238...H. W. WAI-KER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above TO-MORROW, the 26th inst., at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 25th August, 1904. [955]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSON,"

Captain J. Cox, will be despatched for the above Port, on or about SATURDAY, the 3rd September, to be followed by the Steamship

"CLAVERBURN,"

on or about TUESDAY, the 18th October.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 23rd August, 1904. [966]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for the above Ports, on or about WEDNESDAY, the 7th September.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th August, 1904. [923]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG:

1904. About

"ATHOLL".....20th September.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 23rd August, 1904.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 22nd April, 1904.

To Let.

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleaned and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,

or

A. STEVENSON,

Agent for Lessee,

C/o THE PHARMACY,

房藥大法中

No. 56, Queen's Road Central.

Hongkong, 18th August, 1904. [915]

TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904. [559]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and airy flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904. [49]

TO LET.

NO. 1, RIFON TERRACE in FLATS. No. 1, CLIFTON GARDENS. No. 17, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

OFFICES in Nos. 10 and 16, DES VŒUX ROAD CENTRAL.

Apply to—
THE HONGKONG LAND INVESTMENT AGENCY CO., LD.

Hongkong, 20th August, 1904. [956]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—
THE HONGKONG LAND INVESTMENT AGENCY CO., LD.

Hongkong, 26th March, 1904. [434]

TO LET.

GODOWN No. 6, NEW PRAYA, KENNEDY TOWN.

Apply to—
THE HONGKONG LAND INVESTMENT AGENCY CO., LD.

Hongkong, 28th July, 1904. [883]

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—
SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904. [729]

TO LET.

SEYMOUR TERRACE, 4-room House, and side verandahs. \$100 and Taxes.

Apply to—
"CHEAP,"
C/o this Paper.

Hongkong, 4th August, 1904. [908]

HONGKONG AVERAGE MARKET PRICES.

Corrected 16th August, 1904, 100 lbs. per 5 Max.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa lb

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Serjoin—Ngau Lau

" Sausages—Ngau Yuk Chaung

Bullock's Brains— " Know..... per set

" Tongue fresh—Ngau Li..... each

" " corned—Ham Ngau Li..... 45

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin..... each

" Feet—Ngau Kerk..... each

" Kidneys—Ngau Yiu..... 14

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To..... 5

Calves' Head and Feet—Ngau-chai-tau-keok..... set

Mutton Chop—Yeung Pai Kwat..... lb

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chillings—Chi cheong..... per set

" Brains—Chi Know..... per set

" Feet—Chi Kerk..... 12

" Fry—Chi Chak..... 12

" Head—Chi Tau..... 15

" Heart—Chi Sum..... each

" Kidneys—Chi Yiu..... pair

" Liver—Chi Kon..... lb

Pork, Chop—Chi Pai Kwat..... 23

" Corned—Ham Chu Yuk..... 24

" Leg—Chu Pei

" Fat or Lard—Chu Yau..... 18

Sheeps' Head and Feet—Yeung Tau

" Keok..... set

" Heart—Yeung Sum..... each

" Kidneys—Yeung Yiu..... 10

" Liver—Yeung Con..... lb

Sucking Pigs, To Order—Chu Chai..... 16

Suet, Beef—Sang Ngau Yau..... 17

" Mutton—Sang Yeung Yau..... 22

Veal—Ngau Chai Yuk..... 18

" Sausages—Ngau Chai Yuk Tong..... 15

POULTRY.

Chicken—Kai Chai..... lb

Capons, Large, Small—Sin Kai..... 30

Ducks—Ap..... 17

Doves—Pan Kau..... each

Eggs, Hen—Kai Tan..... per doz.

Fowls, Canton—Kai..... lb

" Hainan—Hoi Nam Kai..... 26

Geese—Ngor..... 21

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo..... pair

Musk Deer—Wong Keng..... each

Hare—Tu Chai..... "

Partridge—Che Khoo..... pair

Pheasant—Shan Kai..... pair

Pigeons, Canton—Pak Kup..... each

" Hoihow—Hoihow Pak Kup..... 21

Quail—Um Chun..... 15

Rice Birds—Wo Fa Cheuk..... dozen

Snipe—Sa Chui..... each

Turkeys, Cock—Fo Kai Kung..... 65

" Hen— " Na..... 50

Wild Ducks, Shanghai, Sul-ap..... pair

Teal, Shanghai, Sul Ap Chai..... each

Wild Ducks Canton—Sang Shing Sui

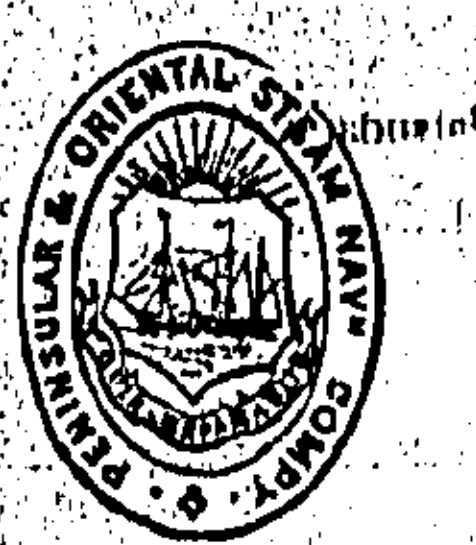
" Ap..... per pair

FISH.

Barbel—Ka Yu..... lb

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief,
 (Flag of Rear Admiral the Hon. A. O. Curzon Bower, C.B., D.S.O.)

Mails



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 27th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Maldonado*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Victoria*, due in London on the 9th October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 13th August, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th September, at 4 P.M., the Company's Steamship "MANCHE," Captain Mourard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, transhipping Passengers and Cargo at Saigon to S.S. *Polytechnique*.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 5th September, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd August, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOT COMPANY.

Connecting at Tacoma, with
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing
Tremont	9,600	T. W. Garlick	Oct. 1
Tremont	9,600	T. W. Garlick	...
Lyra	4,417	G. V. Williams	...
Hyader	3,753	Geo. Wright	...

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut, 9,600 T. W. Smith, Aug. 29
Tremont, 9,600 T. W. Garlick, Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam laundry. Cargo carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 23rd August, 1904.

Consignees

S.S. "ERNEST SIMONS"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo, from London, ex s.s. *Douro* and *Adour*, from Havre; *Ville de Valenciennes* and *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 31st August, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 31st August, or they will not be recognised. All damaged packages will be examined on WEDNESDAY, the 31st August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 24th August, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 25th inst., at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **DAVID SASSOON & CO., LIMITED,** Agents.
Hongkong, 22nd August, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London &c., ex S.S. *Peria*.
Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 22nd August, 1904.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM SEATTLE, SHAWMUT, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 22nd August, 1904.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or, remaining on board after 12 o'clock, Noon, the 24th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.,** Agents.
Hongkong, 22nd August, 1904.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 26th instant will be subject to rent.

All Claims must be sent in to me on or before the 29th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.
Hongkong, 20th August, 1904.

SHARE QUOTATIONS.									
Supplied by Messrs. BENJAMIN, KELLER & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
BANKS.									
Hongkong & Shanghai Banking Corporation	85,000	\$125	\$125	\$10,000,000 \$7,000,000 \$250,000	\$1,492,554	Div. of £1.10 @ exchange 1/9.15/16 \$16.41 for first half-year 1904	6 1/2 %	\$648	
National Bank of China, Limited	4,453	£10	£8	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London 67 1/2	\$18 buyers
Do. (Founders)	750	£1	£1	\$191,973		None		\$10	
MARINE INSURANCES.									
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$509,143 \$764,415 \$66,672 \$51,992 \$31,342 \$29,138	\$1,059,926	\$32 for 1902	5 1/2 %	\$555 buyers	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Tls. 300,000 Tls. 31,850 \$700,000	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$63	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 300,000 Tls. 31,850 \$700,000	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$37,704 \$1,300,000 \$9,000	\$386,284	\$12 for 1902	9 1/2 %	\$130	
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$9,000	\$116,551	\$15 for 1902	7 %	\$210 buyers	
FIRE INSURANCES.									
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers	
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$5,561	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88	
SHIPPING, TUG AND CARGO BOATS.									
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$500,000 \$157,555	\$16,362	\$14 for first half-year 1904	10 1/2 %	\$28	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 \$100,000	£5,853	10/- for 1903	5 %	\$115 buyers	
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26 buyers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$80,915 \$60,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers	
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$15,093 \$400,000	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04 { \$0.90 & b. 20 cts }	6 1/2 % 4 1/2 %	\$38 buyers \$28 buyers	
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,675 \$18,000 \$130,113 \$4,000,000	\$33,648	\$5 for 2nd 3-year making \$13 for 1903	8 1/2 %	\$155	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	Tls. 98,000 Tls. 201,614	£19,555 Tls. 865	Interim of 1/- (Coupon No. 4) for 1903 Interim of Tls. 14 for 1904	4 1/2 % 10 %	24/- sa. & b. Tls. 30 sellers	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 }	9 1/2 % 7 1/2 %	Tls. 47 buyers Tls. 46 buyers	
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 }	9 1/2 % 7 1/2 %	Tls. 47 buyers Tls. 46 buyers	
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 }	9 1/2 % 7 1/2 %	Tls. 47 buyers Tls. 46 buyers	
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$195 sales	
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$50 sales	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60	
MINING.									
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,632	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490	
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$7	
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6.30	
DOCKS, WHARVES & GODOWNS.									
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	{ \$6 dividend and \$2 bonus for first half } year 1904	7 %	\$227 sales	
S. C. Farnham, Boyd & Co., Limited	55,300	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final—Tls. 12 for year end. 30.4.04	7 1/2 %	Tls. 120 buyers	
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$150,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$250	
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$200 buyers	
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	{ \$7 dividend and \$2 1/2 bonus for 1902/3 }	6 1/2 %	\$110	
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$115 sa. and b.	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$250,000	Tls. 487,210	Interim of Tls. 4 for 1904	7 %	Tls. 156 ex div.	
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 50,913	Tls. 22,895	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales	
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$12 for 1903	4 1/2 %	\$27 1/2	
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	Interim of \$5 for 1904	8 %	\$153 buyers	
LANDS, HOTELS & BUILDING.									
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,966	Interim of \$5 for 1904	8 %	\$153 buyers	
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 sellers	
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Interim of Tls. 3 for 1901	7 %	Tls. 125 sales	
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£636	Interim of Tls. 2	7 1/2 %	Tls. 55	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$38 buyers	
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10	
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/4 for 1904	5 %	\$67 sellers	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$134 1/2 buyers	
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers	
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	Tls. 22,500	Tls. 601	\$2 1/2 for year ended 30.6.03	7 1/2 %	\$34 buyers	
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	6 1/2 %	Tls. 14 sales	
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	£4,989	First year	12 1/2 %	\$40	
Tientsin Hotel, Limited (in liquidation)	600	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	\$5 for the year ending 28.2.1903		Tls. 40 sellers	
Tientsin Hotel des Colonies, Limited	14,000	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 40 sellers	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$13 sellers	
COTTON MILLS.									
Ewo Cotton Spinning and Weaving Company, Ltd.	45,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.0.1903	12 1/2 %	Tls. 30	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898		Tls. 25 buyers	
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares		Tls. 150 sellers	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 400	Tls. 5,638	Tls. 25,389	1 1/2 for 1897		Tls. 150	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$100	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } year ending 31.7.03	6 1/2 %	\$14 1/2 sellers	
CIGARS AND TOBACCO COS.									
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } { Tls. 25,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 65 sales	
Alhambra, Limited	300	\$200	\$200	\$41,000	\$57	\$125 for year ending 30.6.1900		\$150 sellers	
Philippine Company, Limited	57,500	\$10	\$10			First year		\$91	
MISCELLANEOUS.									
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$34,115	\$1.50 for 1903	8 %	\$109 buyers	
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	8 %	\$101 sales	
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	6 1/2 %	\$15 sa. & b.	
Watkins, Limited	10,000	\$10	\$10	\$8,802	\$1,042	\$1 for 1903	11 %	\$70 buyers	
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 1/2 %	\$70	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$91	
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	{ \$1.00 } for year ending 30.4.1904	6 1/2 %	\$8 1/2	
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	{ 50 cents }	13 %	\$100 buyers	
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	£1 div. and 2/- bonus for 1903	9 %	Tls. 95 sales	
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Interim of Tls. 3 1/4 for 1904	9 %	Tls. 95 sales	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,500	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	7 1/2 %	Tls. 395 sales	
Tientsin Native City Waterworks Company, Ltd.	2,041	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	6 1/2 %	Tls. 120 sellers	
Hall & Holt, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$14 making \$31 for 1903	11 1/2 %	\$31 buyers	
Lang, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,382	Final of \$7 making \$12 for year end. 29.2.04	9 1/2 %	\$130 buyers	
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140 buyers	
Gos. Fenwick & Co., Limited	6,000	\$25	\$25	\$750,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$48 sellers	
Gos. Fenwick & Co., Limited	6,000	\$25	\$25	\$750,000	\$10,517	Interim of \$4 for 1904	7 1/2 %	\$250 buyers	
Gos. Fenwick & Co., Limited	6,000	\$25	\$25	\$750,000	\$10,517	\$7 1/2 for second half year 1903	9 1/2 %	\$280 sales	
Hongkong High-Level Tramways Company, Ltd.	1,350	\$100	\$100	\$30,000	\$1,283	\$20 for year ending 30.11.1903	7 1/2 %	\$280 buyers	
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$14 for year ending 31.7.1903	6 1/2 %	\$20 buyers	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	8 1/2 %	\$37 buyers	
Bell's Asbestos Eastern Agency, Limited	8,694	£13/6	£12/6	none	£1,601	6d. per share for 1903	5 1/2 %	\$5 buyers	
United Asbestos Oriental Agency, Limited	3,000	£13/6	£12/6	none	£1,601	6d. per share for 1903	5 1/2 %	\$5 buyers	
Do. (Founders)	100	\$10	\$10	\$20,000	\$1,601	{ \$25.70 } for year ended 31.5.1904	16 1/2 %	\$180 buyers	
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$12,551	None		\$1 buyers	
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$10 buyers	
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$1,739	None		\$92 buyers	
William Llewelly, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	8 1/2 %	\$12 buyers	
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$1,644	{ 60 cents for year ended 31.5.04 } First year	9 1/2 %	\$91 sales	
Maatschappij tot Mijl. Bosch en Landbouwerij op de Rijkswaard	25,000	Gs. 100	Gs. 100	Tls. 314,600 Tls. 11,143	Tls. 27,187	{ First quarterly of Tls. 10, paid 15.3.04 } Second do. 15.6.04	13 %	Tls. 310 buyers	
Shanghai Horse Bazaar Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 1/2 %	Tls. 271 buyers	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	9 1/2 %	Tls. 135 buyers	
Central Stores, Limited	6,000	\$15	\$15	\$30,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$33 buyers	
Do. (Founders)	123	\$15	\$15	\$30,000	\$1,253	None		\$100	
Do. (New Issue)	24,000	\$15	\$15	none	First year	Prerential of 7 per cent for 1904	7 %	\$74 sales	
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,595	Tls. 5 for 1903	12 1/2 %	Tls. 20 sellers	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 sellers	
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000		\$13 for 1903	9 1/2 %	\$131 buyers	
Straits Trading Company, Limited	250,000	\$10	\$10	\$670,000	\$83,403	{ \$1 div. and 25 cents bonus for half year } ended 30.6.03	7 1/2 %	\$27 buyers	
Fraser and Neave, Limited	24,500	\$50	\$50	\$1,225,000	\$1,700	{ \$5 div. and \$4 bonus for 1903 } ended 30.6.03	7 1/2 %	\$100 sales	
Maynard & Company, Limited	3,000	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	2 1/2 %	\$20 sales	
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$39,040	First year		\$50	
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,040	None		\$25	

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